

**MARIN COUNTY CONGESTION MANAGEMENT AGENCY,
MARIN COUNTY BOARD OF SUPERVISORS, AND MARIN COUNTY TRANSIT DISTRICT
JOINT MEETING MINUTES**

Thursday, February 27, 2003

Marin County Board of Supervisors Chambers, San Rafael, California

Representatives Present: Susan Adams, Marin County Board of Supervisors
Amy Belser, Sausalito City Council
Al Boro, San Rafael City Council
Hal Brown, Marin County Board of Supervisors
Mike DiGiorgio, Novato City Council
Alice Fredericks, Tiburon Town Council
Barbara Heller, Marin County Transit District
Steve Kinsey, Marin County Board of Supervisors
Joan Lundstrom, Larkspur City Council
Cynthia Murray, Marin County Board of Supervisors
Annette Rose, Marin County Board of Supervisors
Bruce Sams, Belvedere City Council
Dick Swanson, Mill Valley City Council

Representatives Absent: Peter Breen, San Anselmo Town Council
Tom Byrnes, Ross Town Council
Frank Egger, Fairfax Town Council
Michael Lappert, Corte Madera Town Council

Staff Members Present: Art Brook, CMA Deputy Executive Director
Craig Tackabery, Senior Civil Engineer, DPW
John Loll, Manager, Marin County Transit District
Jack Baker, Senior Civil Engineer, Marin County DPW
Dean R. Powell, Principal Transportation Planner, Marin County DPW
Carey A. T. Lando, Senior Transportation Planner, Marin County DPW
Patricia Howell, Recording Secretary

Chairman Kinsey called the joint meeting to order at 7:43 PM.

1. BOARD/AGENCY DIRECTORS' MATTERS NOT ON THE AGENDA

Supervisor Murray announced that the Golden Gate fare increases expected on July 1 were being discussed April 10th at 9:30 AM in the Golden Gate Bridge District's Board Room.

Chairman Kinsey announced that he would be traveling to Washington DC on behalf of the County and MTC to present Bay Area projects and priorities with regard to the TEA Reauthorization Earmark Requests.

2. APPROVAL OF JOINT MINUTES OF JANUARY 23, 2003 MEETING

Agency Member Swanson noted that comments he made regarding the potential November 2003 Transportation Sales Tax Measure were not included in the minutes. The joint committee decided to defer approval of the minutes until the next meeting so that Agency Member Swanson could provide draft language for inclusion in the draft minutes and review by the joint committee.

3. EXECUTIVE DIRECTOR'S REPORT

Craig Tackabery, Senior Civil Engineer of Public Works, announced that the Executive Director was at a state conference for city and county Public Works Directors.

Agency Member Lundstrom stated that the joint committee had been promised a new draft and summary of the Transportation Vision survey results obtained from the direct mailer cards at tonight's meeting.

Dean Powell, Principal Transportation Planner, stated that the survey results would be presented at a future meeting.

4. REPORTS FROM SUBCOMMITTEES

Community Outreach

Agency Member Lundstrom stated that her report would be presented in the discussion of Item 6 on the agenda, "Expenditure Plan Development."

SMART

Supervisor Rose reported that the subcommittee was working on the transition from SMART to SMART II and working toward having the various properties under one ownership. She also reported that progress was being made on the budget, with some monies encumbered and the existence of other remaining monies uncertain. She announced that adequate funds have been allocated for environmental review and that they were continuing to move through the EIR process.

Sonoma-Marin Narrows Policy Advisory Group

Supervisor Murray announced that the subcommittee had not met, and that the next meeting was scheduled for March 21, 9:00 AM, at the City of Novato's Council Chambers.

5. TRANSPORTATION VISION DOCUMENT

Bonnie Nelson, CMA Consultant, presented the final document, stating that revisions centered on technical corrections, organizational changes, updated maps, and responses to comments. She thanked all involved for their substantial cooperation, including the CMA subcommittees, Marin County staff, various Town and City staff, SMART, Caltrans, Water Transit Authority, National Park Service, and all transportation advocates.

Members of the public were invited to comment.

David Schoenbrunn, TRANSDEF, thought the document was more of a catalog than a vision and was disappointed that his suggestions regarding tools for prioritizing projects and programs had not been included.

Joy Dahlgren, Marin Citizens for Effective Transportation, commended the Vision, and felt that the subsequent Expenditure Plan would provide the opportunity to prioritize projects and programs of the Vision.

M/s Murray/Boro, and passed unanimously of those present, to accept the Transportation Vision Document as presented. Motion passed 13/0 (Representatives from Corte Madera, Fairfax, Ross, and San Anselmo not present). Various Agency Members and Supervisors thanked those involved in this project.

6. EXPENDITURE PLAN DEVELOPMENT

Agency Member Lundstrom had staff distribute an Outreach Committee meeting summary and a page entitled “Milestones for a Transportation Sales Tax Measure and Outreach Activities.” She reviewed the two-page summary of the meeting held February 26th, stating consensus points of the committee that were being recommended for concurrence by the joint committee. Some of the consensus points included: (1) the Transportation Vision was the result of an extensive, “bottom-up” outreach process and that outreach activities associated with an expenditure plan do not need to focus on reopening components of the Vision; (2) there is a desire to keep building momentum on the Vision and immediately move forward on development of a draft sales tax expenditure plan; (3) the expenditure plan should focus on local, intra-county projects and programs; and (4) the expenditure plan would include a local return component where local committees could be charged with developing very specific local priorities. Still to be determined was the role of the Outreach Committee in the development of the draft Sales Tax Expenditure Plan. She concluded by stating that the subcommittee was committed to doing it right, with an identifiable plan.

Discussion ensued as to what form the process should take and whether or not to go forward on the November 2003 ballot.

Supervisor Adams re-emphasized the importance of public input and the outreach process. She also noted that the overall annual revenue stream from the sales tax could be small, which would diminish the effectiveness of the funds. She felt that it would take more time than allowed for a November 2003 ballot measure.

Agency Member Fredericks commented on the process, stating that “go, no-go” decision criteria are needed in order to know when to propose a ballot measure. She further commented that a poll would clarify whether it is wise to go forward with a measure.

Agency Member Swanson felt strongly that: (1) more time was needed to gain consensus regarding a sales tax measure, (2) proceeding and then pulling back from an attempt to place a measure on the November 2003 ballot was not prudent, (3) the community needed adequate time to provide input on a sales tax measure, (4) staff could not create an effective plan without community input and buy-in, and (5) polls should only be used in the fine tuning of ideas. He felt the process would determine whether a two-thirds vote would be obtained. He pointed out that sales tax measures had failed three times in Marin, and that those communities who had had successful sales tax initiatives should be studied or consulted to find out how to succeed.

Agency Member DiGiorgio wanted to continue the process, and agreed with Agency Member Swanson that now may not be the time to go forward with a ballot measure because the cities have no funds available for an election at this time.

Agency Member Lundstrom stated that the goal of the Outreach Committee meeting was to give a picture of various options and that no recommendation had been made on an election date.

Agency Member Belser agreed with Agency Member Swanson regarding outreach. She also wanted to move forward and keep the momentum going regarding the process, while thinking through the timing of the plan.

Agency Member Fredericks stated that everyone was in agreement to have community buy-in, but she wanted to go forward now, since no one could predict whether things would actually improve next year.

Supervisor Murray stated that Marin's number one problem was traffic congestion, and that the people of Marin were counting on the joint committee for leadership on this issue. She felt that the plan should continue to go forward to keep our options open. She thought that budget woes would continue after this year. She wanted a ballot measure sooner, since passage would create more jobs, and matching funds could be utilized. She pointed out there was a difference between "the time required to be ready" versus "the timing of when to propose a sales tax measure."

Supervisor Rose stated that she did not want to proceed with a November 2003 ballot measure, since the present economy is uncertain, and it is too expensive to fund a ballot measure. She felt that 2004 would be more stable, and that the joint committee should continue working with the community to keep momentum and develop a great expenditure plan.

Agency Member Boro pointed out that the Outreach Committee was not recommending any particular timeframe; they were simply stating that the joint committee needed to keep going forward with the idea. He felt that the plan would not be "top down," since there had already been plenty of outreach, but that more was needed for the local component. He announced that the Golden Gate Transit budget cuts were to be less than predicted (20-22% versus 30-40%)

Agency Member Sams agreed with Supervisor Murray that the joint committee needed to go forward and proceed with a November 2003 ballot measure.

Supervisor Brown stated that he had been asked to convey Agency Member Breen's opinion to not go forward on the November 2003 ballot. Supervisor Brown also stated that while he personally wanted to leave November 2003 as an option, the divisiveness of the joint committee on this issue is reason enough not to target that date.

Chairman Kinsey stated that development of the expenditure plan itself needed to go forward, and that a timeline could be decided at a later date. He agreed with Agency Member Swanson that the Marin community would need to own the plan, and he agreed with Supervisor Murray that most people already believe congestion is a problem for the County. Since the bus system would soon be lacking, he wanted to have a plan in place. He felt the joint committee was ready to develop an expenditure plan, and he proposed the following: staff could define a few funding categories and propose funding options; the joint committee could debate the percentages, scale and types of funding categories over a couple of meetings; the communities could then be tasked with the local return component; key stakeholders could then be brought together to assimilate and reconcile community input; and all this information could be brought back to the joint committee to go over, with a possible poll thereafter.

Members of the public were invited to comment.

Karen Nygren, Tiburon resident, agreed with Chairman Kinsey. She felt the focus should be on what to spend the monies on. She thought that transportation issues would soon be overshadowed by public safety, health and education, and that adding more joint committee meetings with a rush to the November 2003 ballot would not work.

Marina Secchitano, Water Transit Authority Board Member, read a letter from the WTA that she distributed to the joint committee, asking for ferry expansion funding to be included in the sales tax measure.

John Leonard, Mill Valley resident, thought that there was great promise in the expenditure plan, but that an implementation plan was just as important, and that realistic goals needed to be communicated to the community so that they would not see the sales tax as a panacea for all congestion problems. He felt that deferring progress would diminish the ability for proper outreach needed for an expenditure plan.

Deb Hubsmith, Marin County Bicycle Coalition, urged that the committee to develop an outreach process to find out what the community's priorities are in developing an expenditure plan. She wanted research and polling of other communities who had been successful with sales tax measures.

Don Wilhelm, Novato resident, felt the two major points of focus should be to develop a draft expenditure plan to present to the public, and to have the process be strictly "bottom up," with staff giving a range of options to present to the Outreach Committee and the various stakeholder groups.

Chairman Kinsey directed staff to present broad expenditure categories to the joint committee for discussion at the next meeting.

Supervisor Adams asked for a realistic framework for what \$12-17 million of sales tax revenue could fund.

Agency Member Swanson stressed that the presentation be conceptual and not a working document. He questioned whether the scenario should be premised on a half-cent or a quarter-cent sales tax.

Chairman Kinsey asked that the scenario be on a half-cent tax. He pointed out that even 100% of the projected amount could not fix the future Golden Gate Transit cuts.

Chairman Kinsey asked for input on when to schedule the next special meeting. After discussion, it was decided that April 3 tentatively be added as a special joint committee meeting to the calendar.

7. OPEN TIME FOR ITEMS NOT ON THE AGENDA

David Schoenbrunn, TRANSDEF, announced that ABAG's Executive Board Meeting that was held last night with the Metropolitan Transportation Commission included a rather contentious discussion regarding the linkage of transportation and land use. He suggested that local jurisdictions should caucus opinions regarding how transportation and land use should be linked and how local jurisdictions fit in the regional planning efforts.

Chairman Kinsey adjourned the joint meeting at 9:34 PM.